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No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, AUGUST 14TH, 1912.

In view of the statements which have been published during the past six months regarding the renewed cultivation of Opium in China, one turns with more than ordinary interest to the reports of the Commissioners of Customs, as they are issued, to see what these have to say on the subject. It is in these official reports that one looks for the most authentic information on the subject, as the Commissioners are in an excellent position to form a judgment on the subject. Only three fascicles of the Reports have yet been issued, namely, Volume I, which covers the Northern Ports, from Aigun to Kiachow; Volume II, which comprises the Yangtze Ports; and Volume III, which gives the Central Ports (from Shanghai to Wenchow). From Volumes II. and III. we are able to get a fairly comprehensive review of the opium situation in China, and the unanimity of opinion among the Commissioners that the Government is working earnestly, honestly and successfully for the suppression of both the cultivation and consumption of opium is noteworthy. The Commissioner at Shanghai shows that the gross importations of native opium into that port for 1911 (1,940 piculs) show the phenomenal decrease of about 12,000 piculs with a value of about 12 million Taikwan taels. The review of the extraordinary conditions of the foreign opium market at Shanghai which Mr. Marshall gives we produce in another column, and we need only note here that the Commission remarks that "it has to be recorded, with the utmost satisfaction, that the continuity of the policy of the ultimate suppression of the opium

traffic seems to have been in no way affected by the revolution. Both parties profess to be entirely in accord upon this all-important question; and there is no reason to anticipate any relaxation of the repressive measures, which are well calculated to attain the object ultimately aimed at, viz., to restrict the use of the drug to medical purposes only." Taking the Yangtze ports in order, we may note that the Commissioner at Chinkiang says: "Prices show that there is a scarcity of the drug, the enormous rise in the price of the native drug showing very plainly that the demand is in excess of the supply." The report from Nanking notes "a general decrease." The Wuhan report is that "283 piculs only of various kinds of native opium, mostly Szechuan, were imported—a decrease of 631 piculs. Prices rose during the year from 1,100 to 2,550 taels." The Commissioner at Kweikting observes that, "Owing to the effective suppression of its cultivation in Yunnan and Szechuan, native opium importation fell to 1,498 piculs, or less than one-fifth of the previous year's import." The Commissioner at Hankow writes: "Throughout the year the opposition to the use of the drug was fully maintained. The new local government strongly disapproves of its use, and it will not be surprising if native opium almost reaches the vanishing point in 1912; but there is no local knowledge of the stocks in Szechuan and Yunnan." From Chungking the report is that, "Naturally, in the first days of the revolution, all restrictions were relaxed, and it is said that planting was resumed in some districts. At the earliest possible opportunity the new government took up the matter and enforced even more drastic measures than were formerly employed, the chief features of which were as follows: The system of licensed establishments is abolished and all private sales prohibited." The Commissioner at Shashi writes:—"In districts near Shashi, the prohibition of poppy cultivation appears to be strictly enforced." From Ichang the report is: "It is reported that during the disorder which attended on the early stages of the revolution in Szechuan, many farmers began planting the poppy again, but that the authorities, having been apprised of this fact, are taking severe measures to stop the cultivation." Finally, we come to the report of the Commissioner of Chungking, who writes:—"The restrictions against the smoking of opium continued, and must have been very successful, as the many smoking dens and the smell of the pipe, which formerly were so noticeable in every street of Chungking, are now no longer to be met with. At the time of writing, the new authorities at Chungking have issued a proclamation ordering the closing on 3rd March of the remaining places where opium for invertebrate smokers is still sold. By this means it is to be hoped that whatever ground in the fight against the growing and smoking of the drug has been lost in the recent general disorder will be regained, and that the Chinese will speedily reach the goal at which they aim—complete freedom from the opium evil." Reports of a similar character come from all the Central ports—Wenchow, Ningpo, Hangchow, and Soochow. It is, perhaps, important to state that it is since these reports were compiled—that is to say, since the month of March—that reports have been published of a renewal of the cultivation of opium on an extensive scale in Yunnan, Szechuan and Chekiang, and elsewhere. We may, for example, quote the following reference to the growing of opium in Kweichow, which appears in one of the latest issues of the N.C. *Daily News* to hand:—"There is no doubt that the opium prohibition movement has had a big setback in this province owing to the revolution. Very many who had managed to break off the habit have gone back to it, and it is sad to see the many quite young men now smoking. Most surprising of all, perhaps, is the fact that many of the soldiers from Yunnan have taken to opium, for we had somehow got the notion that they were anti-opium to a man." In the same issue of our contemporary there is a paragraph written by a correspondent in the province of Kansuh, giving equally unsatisfactory intelligence. "In most parts of this district," he says, "an enormous quantity of opium was sown, but the plants being unsatisfactory most of it was ploughed up and autumn grain was planted in place of opium." In view of what is said in the reports of the various Customs Commissioners as to the determination of the Government to suppress the opium habit by the most drastic measures, it remains to be seen how much cultivated opium will be allowed to come into the market. It would seem, however, that the opium crop has been gathered in a great many places, and unless the authorities are able to effectively prevent its sale, the reports of the Commissioners of Customs for the present year are unlikely to be as encouraging in this connection as are the reports for 1911.

Only four cases of plague were reported in the Colony last week.

A bluejacket on board H.M.S. *Pegasus* died from the heat at Hankow on the 2nd inst.

A thief entered the pavilion of the Kowloon Bowling Club on Sunday night and stole a mirror valued \$14.

The body of a coolie was found in the water tank at the bottom of No. 2 hold of the s.s. *Taming* on Monday.

The Canadian Northern Railway, when their trans-continental line is completed, intend to establish a steamship service to the Orient as well as to Australia.

For taking up an unauthorised stand in Des Vaux Road Central, six ricksha coolies were at the Magistracy yesterday fined one dollar each or three days in prison.

Six men and a boy, arrested in connection with an armed robbery at Kowloon City on August 1st, appeared at the Magistracy yesterday and were remanded.

The Chinese Government contemplates offering an advisement to M. Padoux, a French jurist who has rendered distinguished service as legal adviser to the Siamese Government.

A big blaze was seen on the Praya East yesterday morning near No. 2 Police Station. In a shed where tar was being boiled in pans it over ran into the fire, causing a huge blaze, which fortunately was not allowed to spread.

In the cricket match at Wei-hui-wei between a Shanghai XI, and an eleven from the Fleet the latter compiled 202 in their first innings, and Shanghai 226. In their second innings the Navy scored 154 for nine wickets, when rain put a stop to play.

Two Chinese coolies engaged in unloading a junk and carrying bags into the godowns on the water front down at West Point were knocked down on Monday by motor-car No. 12 and received injuries which necessitated their removal to the hospital.

Lady May was "at home" yesterday afternoon at Mountain Lodge, but heavy rain falling at the time prevented many from attending. This was unfortunate in view of the arrangements that had been made for the entertainment of a large number of people. However, those who attended felt amply repaid for braving the elements.

The Chinese who has been arrested for the murder of Gow Boon Chan, a wealthy Chinese merchant at Singapore, last year, and who has pleaded guilty to the crime, again appeared before Mr. Irving at the Magistracy yesterday. Inspector Collett informed his Worship that he had received a telegram from Singapore stating that action had been taken. The prisoner was again remanded pending the arrival of someone to identify him.

Among the twenty candidates selected to go abroad as students at the expense of Kwangtung government are two girls, Miss Loo Yau Jit and Miss Liu Fung Yen. They are both from Canton Christian College. Six girls took the examination for appointment, and they were the only successful ones. Miss Liu's father is an instructor in Canton Christian College. This college made the best showing among the schools represented in the recent contest. Ten of the twenty successful candidates come from that institution.

The chief steward of the s.s. *Kwongsai* and an assistant were charged before Mr. Melbourne at the Magistracy yesterday with having imported three bottles of brandy into the Colony without having paid import duty. Revenue Officer Wilden explained that the duty on each bottle was 70 cents. The bottles had been taken from the ship's stores, and no duty had, of course, been paid. His Worship remarked that it was a most serious offence, and ordered the steward to pay a fine of \$25 and dismissed his assistant with a caution.

A third attempt is to be made to navigate the old war junk *Ningpo* across the Pacific for the San Francisco Exhibition in 1915. So far Tha. 30,000 have been spent on the venture, the N.C. *Daily News* says, and it is felt that a similar sum will have to be expended before the project has been finally carried through. The promoters are, however, prepared to go to any length to achieve success, for they feel that the junk will assuredly be one of the most interesting features of the exhibition, if only she can be safely navigated across the stream of ocean.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GENERAL ANDERSON'S SON KILLED.

LONDON, August 13th.

A message from Boulogne states that Mr.

William Anderson, son of Major-General

Anderson, commanding the troops in

South China, was killed by the Calais-

Basle express train at a level crossing near

Boulogne. His mother and two other

sons, who accompanied him escaped.

[WE ARE SURE WE ARE EXPRESSING THE SENTI-

MENTS OF THE COLONY IN TENDERING DEEP SYM-

PATHY TO H.E. GENERAL ANDERSON AND

MRS. ANDERSON IN THIS TRAGIC FORESHADOW-

MENT.

This being school vacation in England, Mrs.

Anderson and her sons were on the Con-

tinental cell or the place of execution.

There was no need to excuse violence in

a constitutionally governed country, and

still less in the centre of the vast Empire,

where the work of consolidation and re-

conciliation would be arrested by the

doctrines of Bonar Law, which are the

doctrines of Ben Tillett.

[MR. BONAR LAW REPLIES.]

Mr. Bonar Law, replying to Mr.

Winston Churchill, declares that the

Government have maneuvered themselves

into positions in which they thought they

could carry Home Rule against the will

of the majority of the electors. "Mr.

Churchill is right in thinking that I do

not anticipate civil war, but there would

have been a real danger of civil war if

the Government had been allowed to move

blindly towards the precipice without

clear warning of the perils in front.

They know now that if they attempt,

without first obtaining the sanction of

the electors, to drive Ulster out of the

Union, that the attempt will be resisted

not only by loyalists in Ireland but by

the overwhelming majority of the people

of Great Britain. And the attempt will

not be made."

[TEST CRICKET.]

ENGLAND v. SOUTH AFRICANS.

LONDON, August 13th.

The eighth test cricket match was com-

menced at the Oval on Monday in cold

and threatening weather conditions.

There was an attendance of 8,000. The

wicket was difficult, and South Africa

only scored 95 in their first innings.

Taylor and Snooke with 23 each being the

largest contributors. Barnes took five

wickets for 28 runs and Woolley five for

41. England made 176, Hobbs scoring 68.

Faulkner took seven wickets for 84 runs.

Stumps were drawn early owing to the

bad light.

[SCULLING CHAMPIONSHIP.]

LONDON, August 13th.

An Ottawa telegram states that Durman

has challenged Barry to row on the

Thames in the Autumn for the world's

championship.

CANADA AND NAVAL DEFENCE.

LONDON, August 13th.

The Times correspondent at Toronto

wires that the Liberal *Globe* insists upon

Canadians settling their own naval de-

fense, and says that a demonstration of

battleships in Canada and the speech-

making campaign by Mr. Churchill would

open up a prospect of united Canadian

action.

RENEWED EARTHQUAKES IN

TURKEY.

LONDON, August 13th.

A Reuter's message from Constanti-

nople reports that three quakes were felt

at Gallipoli to-day, a hotel being destroy-

ed by fire.

ITALY AND TURKEY.

LONDON, August 13th.

Reuter's correspondent at Hodeidah

telegraphs that the Italian cruisers

Piedmont and Arctusa shelled the

SUPREME COURT.

Tuesday, 13th August.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. COMPTON
(PRESIDENT JUDGE).

CLAIM BY TAILORSESSES.

Martin dos Remedios sued the Hongkong Tailoring Company for \$30, being one month's salary and one month's salary in lieu of notice, and Adelina dos Remedios claimed from the same defendant \$36 for one month's salary and one month's salary "in lieu of notice." Plaintiffs appeared in person, and defendant was represented by Mr. Leo d'Alamada.

Mr. d'Alamada asked that the two actions might be taken together as both plaintiffs had been engaged by the defendant at the same time. The defense was that the girls had been engaged on probation, and the defendant not being satisfied with their work paid them off at the end of the first month. The agreement was a verbal one.

Plaintiffs said that they started work on 11th June and were paid some salary at the end of that month. On the 15th July they were dismissed.

Plaintiffs' brother said their claim was for half month's salary and one month in lieu of notice.

Nicolas Joseph Pinto, manager of the defendant Company, spoke to having engaged the girls on trial, but as they spoke too much and did not like certain work he told them to go away.

After hearing further evidence, his Lordship entered judgment for defendant.

THE WRECKED STEAMER
"QUINTA."

GEAR AND FITTINGS COMPLETELY LOOTED.

The tug *David Gillies*, which went down to the Paracels last week with a salvage party in charge of Mr. J. Orms顿, of Messrs. Macdonald & Co., to make another attempt to float the wrecked steamer *Quinta*, has returned to Hongkong, and the hull of the *Quinta* still remains high and dry on the rocks. The hull was found to be almost intact, but it was soon to be quite impossible to float her, failing an exceptionally high tide, such as could not be hoped for. When the vessel was boarded it was evident that an expert band of wreckers must have been in possession of her for some considerable time, as she had been stripped from stem to stern. All fittings, derricks and gear of every description had been removed. The main engine had been stripped of every piece of brass, and all moveable fittings, and engine-room stores had been removed. In short, the stripping throughout the ship had been complete, and in the circumstances there was nothing for the *David Gillies* to do but to return to Hongkong with this information.

MR. BLAND ON CHINA.

Mr. J. O. P. Bland, who is always worth reading upon Chinese questions, finds the root causes of present unrest in a habit and ideal of life that are incompatible with economic stability. He writes:

A nation which implicitly believes, and unanimously acts on the belief, that a man's first duty in life is to provide as many male heirs as possible for the comfort of himself and of his ancestors, inevitably condemns vast masses of its people to the lowest depths of poverty and condemns the body politic to regularly recurring catastrophes. The chronic condition of China, except in those districts where plague or famine or civil war has temporarily relieved the pressure, is a struggle for life unequalled in any other part of the world—a struggle so desperate that the fittest who survive must of necessity be endowed with peculiar qualities of physical resistance and vitality.

RUBBER COMPANIES.

Straits Settlements (Bertam) Rubber Company.—It is announced that the issue of 78,478 additional shares of 2s each, recently offered to the shareholders at 4s per share, has been over-subscribed by the shareholders. The company also states that 24 tons of first late crepe rubber have been sold for delivery in equal quantities in each month next year at 4s. 6d. per lb.

The Sumatra Consolidated Rubber Estates.—The report for the year ended April 30th states that the directors are able and propose to pay out of profits a dividend of 10 per cent. for the year, amounting to £5,000. Of this sum there will be distributed to the shareholders £4,294 and to the vendors £1,645, being a refund of advances for the guaranteed dividend of 5 per cent. on 35,040 shares. A sum of £912 remains to be carried forward. The full dividend of 5 per cent. for the year ending April 30th, 1913, on 35,043 shares is still covered by the vendors' guarantee, and the necessary sum remains deposited with the company's bankers. On April 30th last 45,000 trees were being tapped, but this number will be steadily increased during the present season. The current year's crop is estimated at 136,000lb. from an area of 682 acres. It is hoped to bring the total area of land under cultivation up to about 2,500 acres by April next.

CHINA'S POLITICAL ADVISER.

DR. MORRISON'S REMARKABLE RECORD.

The Peking correspondent of the *China Press* (the American paper published at Shanghai) writes:

The appointment of Dr. George E. Morrison, the famous correspondent of the London *Times*, as "Political Adviser to the President" is one of the most encouraging things the new Government has done and indicates a desire to avail itself of alien talent in the work of upbuilding a stable Government. Incidentally, the Government has paid a high compliment to Dr. Morrison.

The appointment has been favourably received here, and it is believed that Dr. Morrison will be most helpful to the new Government. Foreign advisers of the past have found that their greatest task was to get the Chinese officials to accept their advice. More often than otherwise the advisers were left to do nothing at all and served out their contracts as figureheads. It is believed, however, that Dr. Morrison will be of real assistance and will make himself exceedingly valuable to China, as he not only understands the Chinese, perhaps more thoroughly than any other foreigner, but he has their full confidence as well. There is probably no other foreigner in the entire country to whom the Chinese have, during the last few years, and particularly during the last few months, turned for counsel so much as to this journalist.

Dr. Morrison will take up his duties in October. He leaves Peking on a flying trip to England next Tuesday. His contract is one of the most flattering the Government of China has ever made with a foreigner. It provides that Dr. Morrison will be employed for a period of five years.

The compensation is liberal. Above all, the wording is such that it bestows a high compliment upon the new adviser, the characters used being different from those ordinarily employed. As one prominent official said, it isn't a contract, nor an agreement, nor a compact, but it is an invitation from the people of China to Dr. Morrison to come and help them.

Annumcement will shortly be made, it is expected, of the selection of other advisers. The Government is still negotiating with Prof. Jenkins of Cornell University, and it is probable that he will shortly become financial adviser. Sir Francis Piggott and Prof. Ariga, a noted Japanese authority on international law, are being considered for the legal adviser. There is a report here that every Cabinet Minister will have an expert foreign adviser.

HOW ADVISERS ARE CHOSEN.

The Chinese Government is going about selecting advisers without consulting any other Government. The British Legation was not officially informed of the plan to employ Dr. Morrison and nothing has been said to the American Legation about Prof. Jenkins. The Government considers that these men will be the employees of the Government and that the Legations will have nothing to do with them.

While it seems rather futile to discuss him or describe his career, he is a man of remarkable experience and personality.

He has had a most adventurous life in several widely separated parts of the world, although he is best known for what he has done in China. He has been over the length and breadth of this vast country many times and no one knows more about China and the Chinese than he.

His travels throughout the nation have never been equalled. He has been in every province—in most of them more than once. He has a good knowledge

of the language and understands the people thoroughly. He has made a position for himself in Peking which is pre-eminent, and for several years his influence and power has been as great as that of any Minister, and greater than that of many. His home on one of the main arteries of the Tartar City—a broad highway which all foreigners call Morrison Street—is a landmark.

It is here that Dr. Morrison keeps his wonderful library, a collection of books, records and charts concerning things Asiatic which is without an equal. The library, for which Dr. Morrison has just constructed a fine fire-proof building, is his greatest treasure and delight. He is over at work among his books and is constantly adding to his already enormous collection. Booksellers all over the world have standing orders to furnish Dr. Morrison with anything they find on the Far East, whether just off the press or as old as the hills. He has many records of the Jesuits and some very old editions of Marco Polo. The value of his collection is estimated at £40,000. Until recently Dr. Morrison intended selling his library, and there was a movement on foot to dispose of it to the Chinese Government, that it might be kept in Peking, but now that he himself has decided to remain here—he contemplated going back to Australia—he will not sell at this time.

Dr. Morrison is about fifty years of age. His frame is sturdy and his face full of personality. A heavy head of grayish hair which covers his head in a rather tumbled mass helps to give him an appearance somewhat out of the ordinary.

His life of adventure began when he was but eighteen years old. His father was the principal of Geelong College, Geelong, Victoria. Dr. Morrison went to Geelong there and thence to Melbourne University. During his vacations he started on his explorations. He did a walking trip of 650 miles and a canoe trip of more than fifteen hundred miles.

After a couple of years at the university he had a disagreement with his teachers and he left school. He shipped as a sailor on a vessel engaged in the Konka slave-trade.

He wrote a report of what he saw and this led to a correction of the abuses then going on. Later he went to New Guinea, and from there back to Australia in a fishing junk. A notable trip he made at a later date was across Australia on foot, a distance of more than two thousand miles. He did it in 123 days. Later on he went again to New Guinea, and while

exploring there was attacked by natives and struck twice by spears. The spear points were not removed until some months afterwards.

Following this adventure, Dr. Morrison resumed his medical studies, going to Edinburgh. He finished in three years and then went to America in an emigrant vessel. He later looked in on Jamaica and then went back to New York. From there he went to Spain, where he was an assistant medical officer at some copper mines. He was promoted after a time and took the place of his chief. After two years and half of this he crossed over to Morocco and became medical adviser to the Sherif of Wazan. He remained in Morocco for a few months and then returned on a trip through Spain.

From Spain Dr. Morrison back tracked to Melburne, qualified and took a position in a hospital. He held it for two years and then took to the road once more. He went to Hongkong and to the Philippines. He visited the coast ports of China and followed that up with an inspection of Japan. From Japan he went back to Shanghai and walked from there to the Burma frontier. This trip resulted in a book. Then the London *Times* picked him up and sent him to Siam to investigate conditions there.

When this mission was completed the energetic Morrison was sent to Peking by the *Times*. This was in 1897, and he has been here, off and on, ever since. He visited Manchuria and Russian regions to the northward and with great accuracy described Russian intentions. Later he made another trip to Siam and then went to Korea. He was there when the Boxer troubles broke out. He hastened to Peking, where he remained throughout the siege, doing his share of the work with great courage and zeal and receiving a wound from a Boxer bullet. He was given high praise by Sir Claude Macdonald, the British Minister. Among other things Dr. Morrison rescued a group of American ladies and children from the Western Hills just as the trouble broke out. He was wounded by the same volley that killed Captain Strauts. After the Boxer troubles he resumed his travels, visiting many places throughout the country. He went to Port Arthur to see the capitulation of that stronghold, and after the war was over he went to the Portsmouth Conference. In 1909 he was presented to the late Emperor of China, and enjoys the distinction of being one of the two foreign journalists ever presented to His Majesty. In 1910 he rode clear across China, going through Kansu and the New Dominion.

It is probable that his new position will prevent indulgence in his passion for travel, but it is safe to say that when he has finished his work with the Chinese Government he will again take the open road.

HOME RULE ALL ROUND.

HOW A GROUP OF M.P.'S WOULD SOLVE THE PROBLEM.

This text was issued recently of the Home Rule All Round Bill brought in by Mr. MacCullum Scott, Mr. Munro Ferguson, Sir Maurice Levy, Sir Ivor Herbert, Mr. Essex, Mr. A. H. Marshall, Mr. Pirie, Mr. Pringle, Mr. Haydn Jones, and Mr. John.

Under the Bill a local Parliament would be set up in England, Scotland, Ireland, and Wales, and his Majesty would be represented in England, Ireland, and Wales by a Lord High Commissioner. The Parliaments would have legislative and administrative power in matters that concern each respective country alone. Special provision is made against the imposition of any religious

To the Imperial Parliament, in addition to a general over-riding authority in all local affairs, is reserved the exclusive control over all matters that concern the United Kingdom as a whole or the Empire.

In England, Scotland, and Wales the local Parliaments would consist of the King and a Single Chamber, and in Ireland the King and a Senate and a House of Commons. The membership would be as follows:

England 456 Ireland 169

Scotland 175 Wales 84

The Irish Senate would consist of 40 Senators nominated by the King on the advice of his Ministers in the Imperial Parliament.

Each local Parliament will have power after three years to alter the franchise or redistribute the constituencies with due regard to the number of electors in each constituency.

To deal with the subject of finance the measure seeks to set up a Commission of nine members, consisting of four representatives nominated by the Imperial Treasury and one representative from each country, presided over by an officer from the Imperial service.

RAILWAYS IN KOREA.

OPENING UP AGRICULTURAL DISTRICTS.

In the Consular report on the trade of Korea attention is drawn to the fact that in consequence of the completion of the railway bridge over the Yalu, which was opened to traffic on November 3rd, Korea now has direct railway communication with the rest of the Asiatic continent and Europe. The journey from Changchun to Seoul, a distance of 673 miles, now takes 22 hours, while a further ten hours is required for the journey from Seoul to Pusan.

Among the new local Korean lines, the railway from Seoul to Gensan, on the east coast, which, while not possessing any great commercial possibilities, is most important from an administrative and strategic point of view, will be completed by the autumn of 1914, about two years earlier than had been estimated.

The Honam or southern line, the whole of which is likewise to be finished in 1914, will materially assist in opening up the rich agricultural districts of the south.

FOREIGN OPIUM AT SHANGHAI.

Mr. H. F. Morrell, Commissioner of Customs at Shanghai, in his report on the trade of the port in 1911 writes:

The record of the opium trade during the year is of peculiar interest. At the beginning of January the value of Malwa was about HK. Ts. 1,550, and Bengal HK. Ts. 1,000, per chest, with a market slightly rising. In March rumours began to circulate that a new Agreement was to come into force by which the then Customs charges would be materially increased. The stocks held had been considerably added to in the interim, and the price fell. As an exception to the owners, and owing to the special circumstances, an arrangement was allowed by the Customs permitting any owner desirous of so doing to pay at once duty and likin at the rate of HK. Ts. 110 then in force and to retain such opium in the bonded godowns for "subsequent delivery" without insisting on its being immediately labelled and removed elsewhere for storage. All such opium was carefully identified, without opening, and the chests were then wired and a special "ticket" attached.

Such opium could be delivered and labelled upon receipt of formal application at any subsequent date.

This arrangement was availed of to the fullest extent by the opium merchants; and by

the 8th May, when the new Opium Agreement was published, no fewer than 12,663 19-2 chests had paid duty. Of these, 5,522 19-2 chests have since been formally imported and labelled, while 7,141 19-2 chests are still stored in the bonded godowns. Various complications occurred on the question of certification. The Indian Government had been issuing certificates for opium authorised to be exported to China from the beginning of the year; but such certificates had been kept by the importers, even if forwarded, and much of the opium had already been delivered. Consequently, it was only possible to attempt to discover how much of the stocks on hand on 8th May could be classed as certified. In many cases the merchants themselves were unable to produce any proof whatever in support of either view. The original shippers might not have forwarded the certificates or the opium might have been reshipped from Hongkong or Singapore and the certificates retained there.

Another slight drop took place in the market during May; but to this succeeded a rush in wild speculations which had fair to rival the rubber boom of 1910. It was caused by a rumour that the Indian Government had arranged to suppress completely all importation of opium into China by the end of 1913. This rumour has, of course, been proved to be baseless. While it still was being generally credited, prices rose, on paper, to extraordinary heights. Opium "to arrive" was bought and sold in the most excited manner. Opium owners admit having recorded larger profits in the three or four months while the rumour prevailed than during the whole of the last 10 years; but they have not necessarily been able to realise such profits, since comparatively few transactions were on a cash basis. The question of the storage and insurance of the immense stocks had also to be considered. Much of the opium was held by the foreign banks as security for advances, and the fluctuations in prices caused no little anxiety. The fire insurance companies were disinclined to accept extreme risks on single godowns, and it became desirable to distribute the stocks among more godowns. As a concession to the requirement the opium godown owners were allowed to bond supplementary godowns. At the beginning of the year four bonded godowns, which have replaced the old opium hulks, suffice for the stock in hand, but at the end of 1911 no fewer than 10 had been applied for and authorised among the same owners as before. Of these, seven are fully bonded, while three are reserved for the storage of "ticketed" opium, duty and likin paid for subsequent delivery, as above referred to—and no other. In such cases no additional bonds were called for. In the event of the re-exportation of such "ticketed" opium to a treaty port, it is in all cases duly labelled with Shanghai labels prior to shipment, but is covered by an exemption certificate which enables the port of destination to grant transit certificates there, none being issuable at Shanghai. No case has occurred of such opium being reshipped abroad, and when the exceptional procedure was authorised a special reservation was made to the effect that under no conditions could any claim be entertained for the refund of duty and likin thus paid at the old rate on opium "for subsequent delivery". Laterly, a considerable number of chests of duly labelled opium were imported into Shanghai from other ports. In no case was such labelled opium allowed entry into the bonded opium godowns, even when being landed from the importing steamers. The subsequent movements of such opium are consequently assimilated to those of general cargo re-exports, examination and identification of the opium being in all cases insisted upon whenever re-exportation of entire chests is applied for. In very rare instances certificates are issued by the Indian Government for "touch" opium, commonly called "prepared," and the half-chest of "boiled" opium now in bond is an instance in point. Shanghai is too far north of Hongkong and the Straits for merchants to risk the shipment of such valuable cargo by junk, and hitherto no attempt has been detected to land any chest of foreign opium clandestinely within this district. Such opium is said to have been offered for sale in Shanghai. The returns to seller in Shanghai. The bursht of speculation were for Malwa about HK. Ts. 3,200, and for Bengal HK. Ts. 3,250, per chest, both non-duty paid, but for opium "to arrive" (i.e. to be reached about HK. Ts. 3,750. As high as HK. Ts. 7,000 has been mentioned as offered for opium duly labelled and safely

delivered far up the Yangtze; but no authentic case is on record of the payment of such prices. At present the local trade is almost at a standstill, and the non-negotiability or repudiation of native bank orders in many cases has caused almost a panic on the market in this connection. The gross amount of foreign opium actually imported into Shanghai from abroad shows a decrease of about 2,900 piculs, and, under present conditions, it seems probable that considerably over a year will have elapsed before the present stock of duty and likin paid opium still stored in bonded godowns awaiting delivery can possibly be exhausted. Its existence was duly taken into consideration by the Indian Government when the reductions for the authorised importations into China for the years 1912-13 were being arranged.

YOU CANNOT HAVE IT BOTH WAYS.

Under this heading in large black type the London *Daily Express* prints the following in double columns:

What are we to do with the Little Englands? With the Radical publicists who are filling the Radical Press with wails and shrieks in their advocacy of a microbe England?

What are the sane and serious middle classes going to do with them?

They will not learn, they will not be taught. Unchangeable history has no meaning for them. The facts of the ages are as nothing. That the "soft" peoples are inevitably go under, that only the fit and the ready survive, that diplomacy unbacked by force has never saved a nation, that high civilisation did not help the Greeks or the Romans or the Byzantines or the South American Incas from the Huns and the Goths, the Saracens and the Spaniards—to go no further back or forward—all this is as nothing.

While the weaklings of the past were probably talking of Ease and Refreshing Fruit, the hardy folk over the borders were trained for war. And when the war came the Rare and Refreshing became Dead Sea Fruit, and all the social ameliorations that the Tiny Englishmen professed to hold most dear were no more than the baseless fabric of a vision. One might think that even to preserve their own ideals the Tiny Englishmen would urge us to be ready.

When, one day, Englishmen are not allowed to walk the pavements of their cities, and their women are for

NOTICE.

Communications respecting Advertising, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12.

Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

FOR SALE OR TO LET.
Furnished or Unfurnished.

"EWKNOR," No. 116, The PEAK.
Possession October 16th, 1912.
Full Particulars of Price or Rent can be obtained from—
MESSRS. JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Building, Ice House Street,
Hongkong, 14th August, 1912. [993]

WANTED.

IN the Electrical Engineer's Department
H. M. DOOKYARD, an experienced
DRAUGHTSMAN, Rate of pay to commence
\$2.00 per day, rising by annual increments of
25 cents per day to \$3.00 per day. Apply in
writing stating full particulars of education,
training, and experience to the
ELECTRICAL ENGINEER,
H. M. DOOKYARD,
Hongkong, 13th August, 1912. [991]

NOTICE.

DURING Mr. G. H. MEDHURST's absence
from the Colony Mr. STANLEY
HUDSON DODWELL is appointed
MANAGER of DODWELL & CO., LTD.,
and Mr. GEORGE MORTON SMITH,
Acting Sub-Manager.
By Order of the Board of Directors of
DODWELL & CO., LTD.,
Hongkong, 12th August, 1912. [981]

TO BE SOLD.
AT THE PEAK

HOUSES and a BUILDING SITE.
DENNYS & BOWLEY,
Solicitors,
2, Connaught Road Central,
Hongkong, 13th August, 1912. [982]

THE CHINESE ENGINEERING AND
MINING CO. LTD.
(IN LIQUIDATION).

PAYMENT or DIVIDENDS ON SHARES
for period ending 27th June, 1912.

THE COMPANY in Extraordinary General
Meeting held on the 12th June, 1912,
having declared a DIVIDEND of 7½ per
Share, free of tax, equivalent to 1/6d per Share
for the period ending 27th June, 1912, holders
of Bearer Shares and holders of Dividend
Warrants received from London on account of
Registered Shares will be paid their Dividends
on presenting No. 18 Coupon of the Bearer
Shares and Dividend Warrants on the Registered
Shares to any of the following Banks at Shang-
hai or Tientsin—
HONGKONG AND SHANGHAI BANKING
CORPORATION.
RUSSO-ASIATIC BANK.
SINO-EGYPTIAN BANK.

Payment will be made in either Dollars or
Tales, as the holder may wish, at the Buying
rate of Exchange of the day.
THE CHINESE ENGINEERING AND
MINING CO., LTD.
(In Liquidation),
DODWELL & CO., LTD.,
Ag'ts.
Hongkong, 13th August, 1912. [988]

BACON!

SUGAR CURED
BREAKFAST BACON.

Absolutely the best obtainable.

THE
DAIRY FARM CO., LTD.

[30]

NOTICE.

WE beg to inform our Lady
Customers that our
Establishment will be Closed
at 6.30 P.M. every day,
commencing from 13th August,
to 13th September, for 1 Month
only, owing to our Fasting
Holidays.

HOOSAIN ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zoland Street, Hongkong.
Hongkong, 13th August, 1912. [50]

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.

Giving all the important Towns en route
from CANTON to WUCHOW

GRACA & CO.
Pedder St. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, TOYS, &
Just Received a Fine Selection of
BABY DOLLS
WITH
CHINESE DRESSES.

[663]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.
undertake every description of lighter work, including transhipments in the Harbour,
delivery to any water frontage in the Colony, and conveyance to Canton and West River
ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL.
16th and 17th August.

THE GREAT
CARANGEOT
TROUPE.

ROYAL ARTISTS.
15 EUROPEAN ARTISTES 15
Will Give the Best Show Ever Seen
in HONGKONG.

MR. SLADECK.
The World's Champion Trick Cyclist.
PROFESSORS BECKER AND CHARLIE,
Conjurors and Magicians.
MISS FRANZISKA,
National Character Dancer.
BROTHERS CARANGEOT, Saloon Acrobats.
JALANI AND CLEMENTS,
Double Trapeze Act.
FAMILIE ANTONIA, Musical Clown.
MR. A. CARANGEOT, Pyramids of Chairs.
CUGL and MUGL, Comic Entrée.
TONJA and BOB, Wonderful Balancing Act.
BROTHERS SLADECK, Double Cycle Act.
FAMILIE CARANGEOT, Statue Marble.
GRAND PANTOMIME
Given by THE TROUPE.
TICKETS... \$3, \$2 and \$1.

MATINEE—SATURDAY at 4.30 P.M.
SPECIAL PROGRAMME.
TICKETS \$2 and \$1, Children Half-Price.
Booking at MOUTRIE'S.
Manager, L. KOCH.
Hongkong, 13th August, 1912. [990]

THEATRE ROYAL.

COMMENCING:
FRIDAY, AUGUST 23RD, 1912.

MAURICE E. BANDMANN
PRESENTS THE
BANDMANN
OPERA CO.

FRIDAY, 23RD AUGUST:

"THE QUAKER GIRL."

SATURDAY, 24TH AUGUST:
"THE WALTZ DREAM."

MONDAY, 26TH AUGUST:
"THE MOUSME."

TUESDAY, 27TH AUGUST:
"THE COUNT OF
LUXEMBOURG."

WEDNESDAY, 28TH AUGUST:
"PEGGY."

THURSDAY, 29TH AUGUST:
"OUR MISS GIBBS."

FRIDAY, 30TH AUGUST:
"THE ARCADIANS."

PRICES... \$3.50, \$2 and \$1.
Commence 9 p.m. sharp.

Plan of Seats Open at MOUTRIE'S
at 10 A.M. on WEDNESDAY.
Hongkong, 13th August, 1912. [953]

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY HALL,
Hongkong, on SATURDAY, the 17th day of
August, 1912, at NOON, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 30th
June, 1912.

The REGISTER of SHARES of the Cor-
poration will be CLOSED from MONDAY,
the 5th August, to SATURDAY, the 17th
August, 1912 (both days inclusive), during which
period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 1st August, 1912. [950]

HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.

NOTICE.

AN INTERIM DIVIDEND of ONE
DOLLAR (\$1) per Share for the Six
Months ending 30th June, 1912, will be Payable
on WEDNESDAY, the 14th August, 1912,
on which date Dividend Warrants may be
obtained at the Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 12th
August, to WEDNESDAY, the 14th August,
1912, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 8th August, 1912. [977]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provision of No. 101
of the Articles of Association the General
Managers have This Day Declared an
INTERIM DIVIDEND for the half-year
ended 30th June, 1912, of TWO DOLLARS
PER SHARE.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, 16th instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th instant to the
15th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong 7th August, 1912. [975]

ANGLO-JAVA ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that an
INTERIM DIVIDEND of SIX
PENCE per Share has been declared for the
half-year ended 30th June, 1912, and will be
Payable to the Shareholders on the Register
at the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA in Shanghai at the
rate of 19 Candareens per Share on and after
WEDNESDAY, the 21st inst.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to the
21st August, 1912, both days inclusive.

By Order of the Directors,
J. A. WATTIE & CO., LTD.,
Secretaries & General Managers.

Hongkong, 1st August, 1912. [989]

FOR SALE.

AS COMPRESSOR with ELECTRIC
MOTOR and FITTINGS. Will
increase ordinary lighting power by 25 per cent
without extra cost.

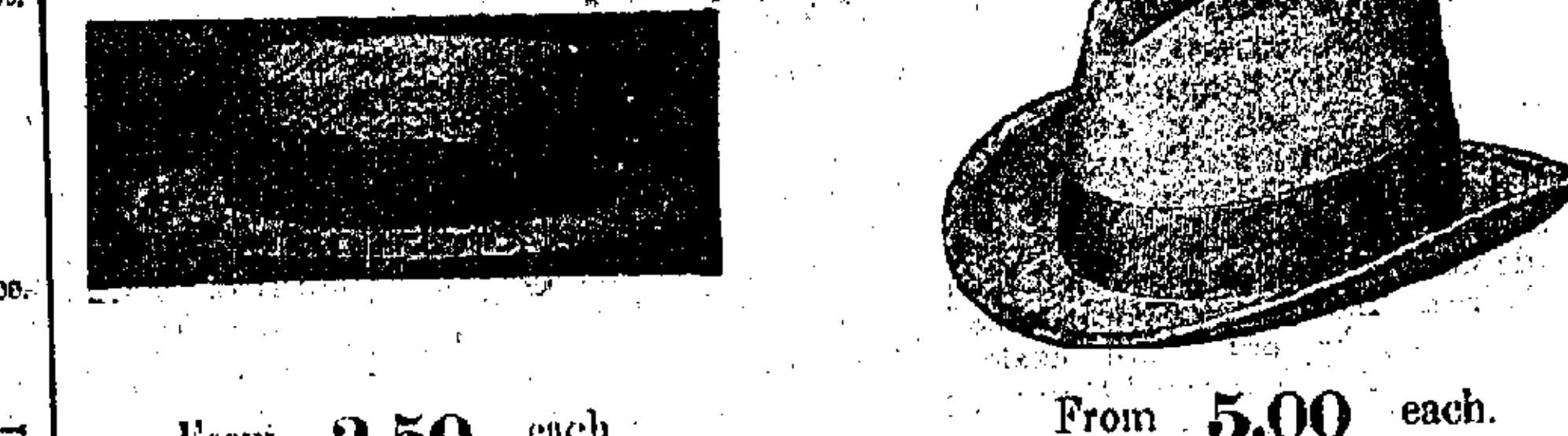
Apply—

MANAGER,
"Hongkong Daily Press" Office
Hongkong, 1st March, 1912.

INTIMATION

LANE, CRAWFORD & Co.

TAILORS and OUTFITTERS. NEWEST STYLES IN STRAW and FELT HATS



From 2.50 each.

TROPICAL and Light Weight SUITINGS SERGES and Flannels.

LANE, CRAWFORD & CO.

BANKS

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL... \$1,500,000
SUBSCRIBED... 1,125,000
PAID UP... 1,020,000
RESERVE FUND... 35,000

HEAD OFFICE: 40, Threadneedle Street, London, E.C.
BRANCHES: Bombay, Calcutta, Howrah, Madras, Karachi, Rangoon, Colombo, Kandy.

Galla, Singapore, Penang, Kota Bharu, Kelantan, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN: Meiji JARDINE, MATHESON & CO., LTD.

BANKS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange
business transacted. Stocks and Shares
bought and sold on account of Constituents,
Letters of Credit granted on Agents and
Correspondents all over the world.

INTEREST allowed on Current Accounts at
2 per cent. per annum on Daily Balance and on
Fixed Deposits at rates which may be
ascertained on application.

F. C. MACDONALD,
Manager.

Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDIAANSE
HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid-up Capital Fl. 12,401,050 (£1,034,421)
in Fl. 14,905,350 (£1,242,121)
Reserve Fund Fl. 3,252,157.01 (£27,013)
in Fl. 5,024,161.27 (£416,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCE: BATAVIA.

LONDON BANKERS
THE WILLIAMS DRAGON BANK,
SWISS BANKEREN.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
in Current Account at the rate of 2 per cent. per
annum on Daily balance and accepts Fixed
Deposits at the following rates:

12 months 4% per annum.

6 do. 3½% do.

3 do. 3% do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 7th August, 1912. [922]

THE YOKOHAMA SPECIE BANK
LIMITED.

AUTHORISED CAPITAL... Yen 40,000,000
PAID-UP CAPITAL... Yen 30,000,000
RESERVE FUND... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies there-to
Antung-Hsien Liao-Yang Ryukiu

Calcutta (Port A-thur)

Bombay London San Francisco

Changchun Lyons Shanghai

Dairen (Daly) Nagasaki Tschilling

Fengtung (Mukden) Newchwang Tientsin

Hankow Honolulu Osaka Tokyo

Kobe Pekin

Interest ALLOWED on CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to
be obtained on application.

TAKEO TAKAM

WEATHER REPORT.

On the 13th at 12.17 pm.—Pressure has further decreased, slightly to moderately, over the whole area except N.E. China, where it has increased moderately. It is still highest to the East of Japan.

A depression, possibly a typhoon, lies to the South of the B. Nine, and a shallow depression covers the whole of China.

Moderate S. winds are indicated along the East coast of China and light or variable winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 am, to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Foress Channel Same as No. 1.

South coast of China between Hongkong and Lamoock Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

S.W. winds, moderate; fair.

CHINA COAST METEOROLOGICAL REGISTER.

13TH AUGUST, A.M.

Station	Hour	Barometer.	Temperature.	Wind.	Wind.	Weather.
				Direction.	Force.	
Vl'stoek	7 a.m.	29.84	—	S	2	—
Nemuro	6 a.m.	29.85	—	E	1	—
Hokkaido	6 a.m.	29.91	—	E	6	—
Takio	6 a.m.	29.88	—	E	0	—
Kochi	6 a.m.	29.86	—	NE	1	—
Nagasaki	6 a.m.	29.86	—	NE	1	—
Kagoshima	6 a.m.	29.86	—	NE	1	—
Okinawa	6 a.m.	29.86	—	NE	1	—
Naha	6 a.m.	29.86	—	NE	1	—
Ushijima	6 a.m.	29.67	—	NE	1	—
Bonin Is.	6 a.m.	29.67	—	NE	1	—
Chetto	6 a.m.	29.73	69	SW	1	or
Wohaiwei	6 a.m.	29.73	69	SW	1	or
Hankow	6 a.m.	29.68	77	SE	4	ov
Kiukiang	6 a.m.	29.74	77	SE	4	ov
Shanghai	6 a.m.	29.74	77	SE	4	ov
Sharp Peak	7 a.m.	29.70	80	—	—	—
Anoy	6 a.m.	29.73	—	—	—	—
Swatow	5 a.m.	29.73	—	—	—	—
Taihoku	5 a.m.	29.73	—	—	—	—
Taichu	5 a.m.	29.73	—	—	—	—
Tainan	5 a.m.	29.73	—	E	2	—
Komtum	5 a.m.	29.73	—	SW	2	—
Pescadores	5 a.m.	29.71	—	SW	1	—
Janton	5 a.m.	29.73	84	SW	1	—
Hongkong	6 a.m.	29.71	81	SE	1	—
Viot Peak	7 a.m.	29.70	—	SW	1	—
Gap Rock	6 a.m.	29.70	—	SW	3	—
Macao	5 a.m.	29.71	81	SW	2	—
Wuchow	9 a.m.	29.71	—	SW	2	—
Hoihow	—	—	—	—	—	—
Pakhoi	6 a.m.	29.72	79	SSB	2	—
Tourane	5 a.m.	29.75	79	SSB	2	—
C. St James	5 a.m.	29.65	77	SW	2	—
Apari	—	—	—	—	—	—
Maula	—	—	—	—	—	—
Legnai	—	—	—	—	—	—
Escoldi	9 a.m.	29.80	81	SW	1	—
Cebu	—	29.82	83	W	1	—
Labuan	—	29.89	84	—	—	—

T. F. CLAXTON, Director.

Hongkong Observatory, August 13th, 1912.
Barometer, reduced to 32 degrees Fahrenheit
on the level of the sea in inches, tenths and
hundredths.

TEMPERATURE, in the shade, in degrees
Fahrenheit, in percentage of saturation, the
humidity of air saturated with moisture being 100.

DIRECTION OF WIND, to two points.

POINT OF WIND according to Beaufort Scale.

STATE OF WEATHER, b blue sky, c cloudy
a cloud, d dressing rain, f fog, g gloomy, h
lightning, o overcast, p passing shower, q squally,
r rain, s snow, t thunder, v visibility, w water (wet),
u rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 13th.

Previous Day	On Day	On Day	At 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.74	29.71	29.66	81	85
Temperature	65	65	70	86	87
Humidity	West	West	WSW	WSW	WSW
Wind Direction	West	West	1	1	1
Wind Force	1	1	1	0	0
Weather	0	0	0	0	0
Rain	000	—	—	—	—

Highest open air Temperature on 12th, 89
Lowest open air Temperature on 12th, 79

HONGKONG TIDE TABLE.

From 14th to 20th August, 1912.

HIGH WATER. LOW WATER.

Days of Week	Mean Time	H'kong. Height	H'kong. Mean Time	Height
Days of Week	Mean Time	ft. in.	ft. in.	ft. in.
Wed. 14	9 56	8 1	9 56	2 6
	11 15 a	4 7	11 15 a	4 4
Thur. 15	10 48	7 6	10 48	2 4
	11 44 a	4 9	11 44 a	0 9
Fri. 16	11 41	7 0	11 41	2 5
	12 26	6 4	12 26	1 5
Satur. 17	12 06	5 1	12 06	2 3
	12 56	6 2	12 56	2 2
Sun. 18	12 51	5 2	12 51	2 2
	1 37 a	5 3	1 37 a	2 9
Mon. 19	1 31	5 5	1 31	2 7
	2 52 a	4 5	2 52 a	3 4
	2 52 a	4 5	2 52 a	3 4
	2 52 a	4 5	2 52 a	3 4
	2 52 a	4 5	2 52 a	3 4

DUTCH str. 5,520, Junaon.

TELEGRAMS.

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY, 27th Aug.	at 1 P.M.
KOREA	18,000	TUESDAY, 3rd Sept.	at 1 P.M.
SIBERIA	18,000	TUESDAY, 17th Sept.	at 1 P.M.
CHINA	10,200	TUESDAY, 24th Sept.	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 1st Oct.	at 1 P.M.
NILE	11,000	TUESDAY, 15th Oct.	at 1 P.M.
MONGOLIA	27,000	WEDNESDAY, 23rd Oct.	at 1 P.M.
PERSIA	9,000	TUESDAY, 12th Nov.	at 1 P.M.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 14th AUGUST, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "PATSHAN."

THURSDAY, 15th AUGUST, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "PATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 18th AUGUST.

The Company's Steamer

"HEUNGSHAN,"

Will depart from the Company's CANTON STEAMER WHARF at 9 a.m. Departure from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOU LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same day at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "NIPPON" 7,300 ... About 20th Aug.

KOBE and MOJI ... "JAPAN" 9,000 ... About 15th Sept.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY EAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZU AND PORT SAID.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 19th August.

S.S. "AFRICA" 8,800 tons, will leave as above on 19th September.

Cheap rates, Hongkong-Trieste, Venice, £20 1st, £15 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA" 8,800 tons, will leave as above on 4th September.

Cheap rates Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No suites, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZU AND PORT SAID.

S.S. "VORWAERTS" 12,900 tons, will leave as above on 1st September.

to YOKOHAMA, KOBE via SHANGHAI.

S.S. "AUSTRIA" 14,300 tons will leave as above on 29th August.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 2nd August, 1912.

Princes' Building. [155]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA

New Triple Screw Turbine Flyer—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

CONFIDENTIAL CONNECTIONS WITH THE WESTERN PACIFIC

THE T.K.K. Lines connect at San Francisco with the partial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras, Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 526.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

37, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

775

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS...	JAVA	Second half of August.	JAPAN	Second half of August.
TJIKINI ...	SHANGHAI	Second half of August.	JAVA	Second half of August.
TJILATJAP...	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJIPANAS...	JAPAN	First half of September.	JAVA	First half of September.
TJILLIWONG	JAVA	First half of September.	JAPAN	First half of September.
TJIMAH...	JAVA	First half of September.	SHANGHAI	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
TOKYU BUILDINGS, 1st Floor.
HONGKONG, 10th August, 1912.

Telephone No. 375.

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BRITISH INDIA S. N. CO., LTD.

APCA LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 3,361 tons, Capt. Macfadyen, will be despatched to SHANGHAI, KOBE and MOJI on 17th August, at 3 p.m.

S.S. "JAPAN," 3,805 tons, Captain Archdeacon, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 27th Aug.

VESSELS ADVERTISED AS LOADING.

SHIPPING

ARRIVALS

MARU, Japanese str., 2,500, B. Kon, 26th August—Yokohama and Shanghai. 26th August—General—Nippon Yusen Kaisha.
SUITA, British str., 1,236, Walker, 13th August—Shanghai 6th August, General—Butterfield & Swire.
KURE MARU, Japanese str., 1,046, S. Kurewaki, 13th August—Karatsu 7th August—Con—Mitsui Bussan Co., Ltd.
KURUMI, German str., 1,012, W. Taubert, 26th August—Labuan, General—Butterfield & Swire.
PREMIER, German str., 1,236, Hellhoff, 13th August—Saigon 9th August, General—Order.
SENKA MARU, Japanese str., 3,733, N. Kobayashi, 12th August—Takao 10th July, General—Osaka Shosen Kaisha.
SENKA, German str., 1,201, Wenzel, 12th August—Bangkok 5th August, Rice—Butterfield & Swire.
TAIWAN Dutch str., 2,500, W. Bouman, 12th August—Balik Papan 6th August, General—Java China Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
August 13th.
AKI MARU, Japanese str., for Colombo.
FEUDI MARU, Japanese str., for Moji.
HANGSAO, British str., for Shanghai.
KATO MARU, Japanese str., for Canton.
YOSHIO MARU, Jap. str., for S. Francisco.

DEPARTURES.

August 15th.
ANTIAKE, British str., for Yokohama.
CHINHUA, British str., for Canton.
CHIQUING, British str., for Hongkong.
DAGU, German str., for Macao.
HAICHENG British str., for Swatow.
HOSHIMA MARU, Jap. str., for S. port.
HONG BEE, British str., for Amoy.
KENSANG, British str., for Singapore.
LOOSANG, German str., for Hoilow.
MATILDE, German str., for Manila.
TRANGUEDE, Danish str., for Yokohama.
YOKOHAMA MARU, Jap. str., for Victoria.

SHIPPING REPORTS.

The German str. *Leyden* reports fair weather and S.W. wind.
The Japanese str. *Mexico Maru* reports South-westerly moderate wind and fine weather.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Korea*, carrying the American mail, will leave Yokohama for this port via Kobe, Nagasaki and Manila on the 13th August, between 10 a.m. and noon.
The P.M. str. *Persia*, carrying the American mail, will be at this port on the 18th August, between 6 and 8 a.m.
The P.M. str. *Siberia* left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on the 10th August.
THE AUSTRALIAN MAIL.
The L.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 16th August.
The E. & A. str. *Empire* left Sydney on the 3rd August, for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Shanghai on the 12th August, at 10 a.m., and left again at 8 p.m. same day for Hongkong, where she is due to arrive on the 15th August, at 11 a.m.

THE ENGLISH MAIL.

The P. & O. str. *Assaye* left Singapore for this port on the 9th August, at 5.30 p.m., with the outward English mails, and is due here on the 11th August, at about 10 a.m.

THE GERMAN MAIL.

The U.G.M. str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 24th July, left Colombo on the 11th August, at 11 a.m., and may be expected here on or about the 21st August.

MERCHANT STEAMERS.

The str. *Jelutong*, from Calcutta, left Singapore on the 9th August, and may be expected here on or about the 14th August.

THE N.Y.K. str. *Colombia Maru* (Bombay Line) left Bombay for this port via ports on the 25th July, and is expected here on the 15th August.
THE str. *Dilwara* from Shanghai and Kobe left Moji on the 11th August, a.m., and may be expected here on or about the 13th August, at noon.
THE H.A.L. str. *Furst Bulow* left Shanghai on the 12th August, a.m., and may be expected here on or about the 16th August, a.m.
THE "Ben Line" str. *Benedict* from Leith and London, left Singapore on the 11th August, for this port.
THE Swedish East Asiatic Co.'s str. *Nippon* left Port Said on the 24th July, and is expected to arrive here on or about the 26th August.
THE str. *Glenlochy* passed the Suez Canal on the 16th July, for Hongkong via Straits.
THE "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.
THE Barber Line str. *Saint Patrick* left New York on the 26th July, for Hongkong and Far East via the Straits.

INDO-CHINA S. NAV. CO., LTD.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SEIRE LINE.

JEN OF GLAMIS, from London, is due in Hongkong 2nd September.

THE str. *Glenfarg* passed the Suez Canal on the 9th August for Hongkong via Straits.

LATEST STEAMER MOVEMENTS.

THE str. *Glenlochy* left Singapore on the 11th August, and is due here on or about the 16th August, a.m.
THE str. *Glenfarg* passed the Suez Canal on the 9th August for Hongkong via Straits.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier
3. From Blake Pier to Naval Yard
4. From Naval Yard to East Point

SECTION.	VE. NO.	NAME.	FLAG & BLD.	BRIT.	AMER.	SHIPMENT APP'D TO	1. NO. DESTINATION.
LONDON, VIA OSUAL PORTS OF CALL &c.	ACADIA	Brit. str.	—	S. Barham	P. & O. S. N. CO.	On 17th inst. at Noon.	HAMBURG-AMERICA LINER
LONDON & ANTWERP VIA SINGAPORE, &c.	CAPTIA	Brit. str.	—	R. B. Shore	P. & O. S. N. CO.	About 22nd inst.	HAMBURG-AMERICA LINER
CARMARTHENSHIRE	—	Brit. str.	—	J. Egger	JARDINE, MATHESON & CO., LD.	About 3rd Sept.	HAMBURG-AMERICA LINER
FOREST BURLOW	—	Gor. str.	E. W.	D. Bischöfle	HAMBURG-AMERICA LINER	To-morrow.	HAMBURG-AMERICA LINER
GOLDFELD	—	Gor. str.	E. W.	G. Gisternau	HAMBURG-AMERICA LINER	On 27th inst.	HAMBURG-AMERICA LINER
BRIGAVIA	—	Gor. str.	E. W.	Rasau	HAMBURG-AMERICA LINER	On 5th September.	HAMBURG-AMERICA LINER
SEVELIA	—	Gor. str.	E. W.	A. E. Moses	HAMBURG-AMERICA LINER	On 28th inst. at D'light.	HAMBURG-AMERICA LINER
MISHIMA MARU	—	Gor. str.	E. W.	Babu	HAMBURG-AMERICA LINER	On 16th Sept.	HAMBURG-AMERICA LINER
PREUSSEN	—	Gor. str.	E. W.	Fellows	HAMBURG-AMERICA LINER	On 17th inst. at 1 P.M.	HAMBURG-AMERICA LINER
MEXICO MARU	—	Gor. str.	E. W.	S. Tomimatsu	HAMBURG-AMERICA LINER	On 19th inst.	HAMBURG-AMERICA LINER
LEEDSBERRY	—	Gor. str.	E. W.	H. W. L. Holman	HAMBURG-AMERICA LINER	On 27th inst. at 4 P.M.	HAMBURG-AMERICA LINER
VICTORIA, H.C. & TACOMA, VIA KELING & JAPAN	—	Gor. str.	E. W.	J. Borfeldt	HAMBURG-AMERICA LINER	On 3rd Sept. at 1 P.M.	HAMBURG-AMERICA LINER
VICTORIA, H.C. & TACOMA VIA KELING & JAPAN	—	Gor. str.	E. W.	—	HAMBURG-AMERICA LINER	On 21st inst. at Noon.	HAMBURG-AMERICA LINER
NAPLES, LONDON & LEITH	—	Gor. str.	E. W.	—	HAMBURG-AMERICA LINER	On 19th inst.	HAMBURG-AMERICA LINER
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	—	Gor. str.	E. W.	—	HAMBURG-AMERICA LINER	On 23rd inst.	HAMBURG-AMERICA LINER
TRISTE, Fiume, Venice via SINGAPORE, &c.	ATHOLL	Brit. str.	—	W. Fauns	HAMBURG-AMERICA LINER	On 10th September.	HAMBURG-AMERICA LINER
NEW YORK, VIA SUZUZ CANAL	—	Am. str.	E. W.	—	HAMBURG-AMERICA LINER	On 31st inst.	HAMBURG-AMERICA LINER
BOSTON & NEW YORK	—	Am. str.	E. W.	—	HAMBURG-AMERICA LINER	On 19th Sept.	HAMBURG-AMERICA LINER
BOSTON & NEW YORK	—	Am. str.	2 m.	W. Davidson	HAMBURG-AMERICA LINER	On 24th inst. at 6 P.M.	HAMBURG-AMERICA LINER
VANCOUVER VIA SHANGHAI, JAPAN, &c.	DACRE CASTLE	Brit. str.	2 m.	E. Bent	HAMBURG-AMERICA LINER	On 5th Oct. at 6 P.M.	HAMBURG-AMERICA LINER
MONTEAGLE	—	Brit. str.	2 m.	—	HAMBURG-AMERICA LINER	On 20th inst. at Noon.	HAMBURG-AMERICA LINER
TENYO MARU	—	Jap. str.	—	—	HAMBURG-AMERICA LINER	On 27th inst. at 1 P.M.	HAMBURG-AMERICA LINER
PEESIA	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 3rd Oct. at 1 P.M.	HAMBURG-AMERICA LINER
KOBRA	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 17th inst. at Noon.	HAMBURG-AMERICA LINER
ASTORIA	—	Am. str.	—	H. Carey	HAMBURG-AMERICA LINER	On 25th inst. at 4 P.M.	HAMBURG-AMERICA LINER
CHANGSHA	—	Am. str.	—	J. Nagao	HAMBURG-AMERICA LINER	On 3rd Oct. at 4 P.M.	HAMBURG-AMERICA LINER
NIKKO MARU	—	Am. str.	—	D. Lees	HAMBURG-AMERICA LINER	On 16th Sept. at 9 A.M.	HAMBURG-AMERICA LINER
PRINZ SIGISMUND	—	Am. str.	—	L. Y. Archdeacon	HAMBURG-AMERICA LINER	On 4th Oct. at 4 P.M.	HAMBURG-AMERICA LINER
YOKOHAMA & KORE	—	Am. str.	—	M. Windeler	HAMBURG-AMERICA LINER	On 22nd inst. at 4 P.M.	HAMBURG-AMERICA LINER
YOKOHAMA & KORE via SHANGHAI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 16th inst. at 5 P.M.	HAMBURG-AMERICA LINER
KOBE & YOKOHAMA	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 20th inst. at Noon.	HAMBURG-AMERICA LINER
KOBE & YOKOHAMA	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 23rd inst. at Noon.	HAMBURG-AMERICA LINER
KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 24th inst. at Noon.	HAMBURG-AMERICA LINER
NAGASAKI, KOBE & YOKOHAMA	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 25th inst. at 4 P.M.	HAMBURG-AMERICA LINER
TIENTEIN via TSINGTAU	—	Am. str.	—	E. Mooney	HAMBURG-AMERICA LINER	On 26th inst. at 4 P.M.	HAMBURG-AMERICA LINER
WEIHAIWEI & TIENTSIN	—	Am. str.	—	G. Hooker	HAMBURG-AMERICA LINER	On 27th inst. at 4 P.M.	HAMBURG-AMERICA LINER
TSINGTAU & NEWCHWANG	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 28th inst. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, MOJI & KORE	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 29th inst. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 30th inst. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & YOKOHAMA	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 31st inst. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 1st Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 2nd Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 3rd Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 4th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 5th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 6th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 7th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 8th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 9th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—	—	HAMBURG-AMERICA LINER	On 10th Sept. at Noon.	HAMBURG-AMERICA LINER
SHANGHAI, KOBE & MOJI	—	Am. str.	—</td				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SALE	REMARKS
SHANGHAI	ASSAYE	Dlight and Capt. G. W. Cockman, R.N.R.	Freight and Passage. 15th Aug.
LONDON VIA USUAL PORTS	ARCADIA	Noon. Capt. S. Barcham	See Special of Call. 17th Aug.
SHANGHAI, HANKOW, MOJI, KORE & YOKOHAMA	CEYLON	About. Capt. A. E. A. Baker	Freight only. 19th Aug.
LONDON and ANTWERP	CANDIA	About. Capt. R. H. Shore	Freight only. 22nd Aug.
YAN SINGAPORE, PE NANG, COLOMBO PORT SAID and MARSEILLES	MANA	About. Capt. H. W. A. Clark, R.N.R.	Freight only. 22nd Aug.
SHANGHAI, MOJI, KOBE PALMA AND YOKOHAMA	PALEA	About. For Further Particulars apply to	Freight only. H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 12th August, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SALE
SHANGHAI	"CHINHUA"	On 15th Aug., 4 P.M.
TSINGTAU and NEWGHWANG	"TAMSUI"	On 16th Aug., 4 P.M.
HAIPHONG	"SINGAN"	On 17th Aug., 8 A.M.
SHANGHAI	"ANHUI"	On 17th Aug., M. night.
WEIHAIWEI TIENTSIN	"HUICHOW"	On 20th Aug., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 20th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug., 4 P.M.
SHANGHAI	"LINAN"	On 24th Aug., M. night.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURS. DAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 28th Aug., 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL."	

This Steamer has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75. NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

BUTTERFIELD & SWIBER,

Hongkong, 14th August, 1912. TELEPHONE 36. AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 16th Aug., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 20th Aug., at 11 A.M.
"HAICHING" ...	Capt. W. C. Paesmoor ...	FRIDAY, 23rd Aug., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. J. W. Evans ...	WED'DAY, 14th Aug., at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Black Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.	For Freight and Passage, apply to—	

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 14th August, 1912.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 9th Aug.	On 17th Aug., Noon.
ALDEHAM	On 23rd Aug.	On 23rd Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to—

GIBB, LIVINGSTON & Co., AGENTS.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHEIFFAHRTS-GEMEINSCHAFT "HANSA".

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BEMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Tweed, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOJI & YOKOHAMA:

S.S. PISA ... 15th August.

S.S. O. J. D. AHLDERS ... 22nd August.

S.S. C. FERD. LAEISZ ... 11th Sept.

S.S. ARCADIA ... 24th Sept.

FOR BOSTON & NEW YORK:

S.S. AMERICA ... 31st Aug.

HAMBURG-AMERIKA LINIE, Hongkong Office.

For further particulars, apply to—

Hongkong, 3rd August, 1912.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREEE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW SS.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENO MARU	E. Bent	TUESDAY, 20th Aug., NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.

THE S.S. "TENO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU and YOKOHAMA and HONOLULU, on TUESDAY, the 20th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BOYO MARU, HONGKONG MARU AND RIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU ...	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU ...	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

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FAST LINE.

